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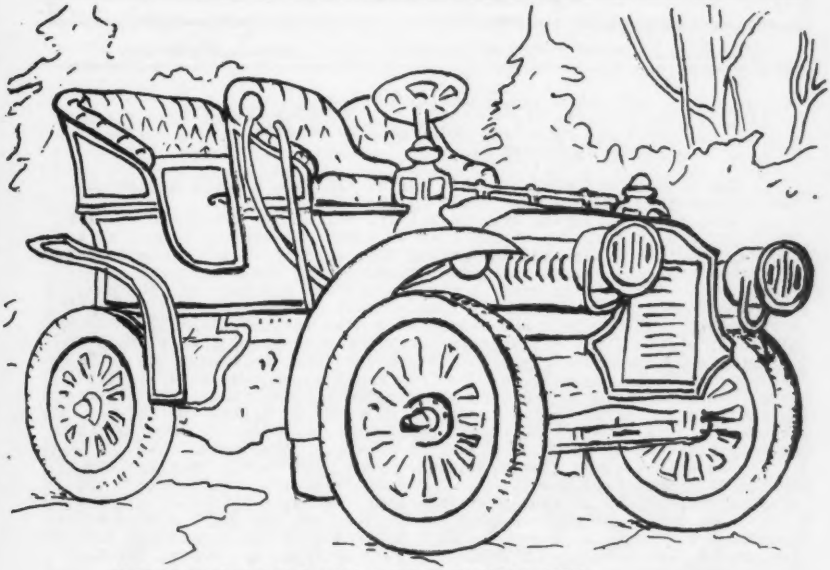
THE
HORSELESS CARRIAGE CLUB
GAZETTE
FOUNDED NOVEMBER 14, 1937, LOS ANGELES, CALIFORNIA

VOLUME 5 FEBRUARY 10, 1943 NUMBER ONE

ANNUAL BUSINESS MEETING

SUNDAY AFTERNOON FEBRUARY 28, 1943 ••• SEE PAGE SIX



1905 ONE-CYLINDER CADILLAC OF D. CAMERON PECK

Our Job Is to Save Dollars
Buy War Bonds Every Pay Day

Our 1902 Models Win Everything

IN WHICH THEY HAVE BEEN ENTERED.

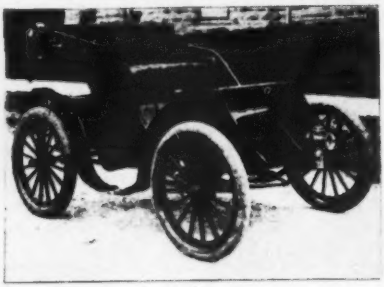
HIGHEST AWARD AND FASTEST AVERAGE TIME OF ANY AMERICAN MACHINES IN

The New York-Buffalo Endurance Contest, won the Silver Cup in the 5-Mile Handicap at Fort Erie track, Buffalo, N. Y., September 27th, 1901.

Also the "Detroit Free Press" Silver Cup at Point Grosse track, Detroit, Mich., October 10th, 1901, in the 10-Mile Open, for vehicles weighing 2,000 lbs. and under.

Time for the 5-Mile Race, 9:29.

Time for the 10-Mile Race, 17:45.



BLUE RIBBON AND HIGHEST HONORS IN THE LONG ISLAND 100-MILE ENDURANCE RUN WITHOUT A STOP.

You get this same machine when you order a STANDARD TWO-PASSENGER PHAETON OF OUR 1902 MODEL.

Write us for particulars. No Agents.

The Haynes-Apperson Company,

KOKOMO, INDIANA, U. S. A.

From "The Automobile Review", December 1901, Volume 5, Number 6.

THE HORSELESS CARRIAGE CLUB HISTORY

Los Angeles, California November 29, 1938
(From The Horseless Carriage Club Gazette,
Volume 1, Number 1)

Our club is one year old this month. Perhaps a short history of the organization at this time would be in order.

Last year Wellington Everett Miller, William H. Wakefield and Art Twohy thought it would be a good idea to sound out various people to see if they would be interested in forming some sort of a club to be composed of enthusiasts interested in ancient automobiles, their literature, emblems, etc. With that in mind, a circular letter was sent to all those whom they could think of, asking them to meet at the house of Art Twohy November 14, 1937 to talk the matter over. The meeting was well attended as twenty eight of the thirty five invited showed up. A fine showing of old cars was made, as quite a number brought their machines; the thing that struck those present most forcibly was that so many other people were also interested in the subject. There was no difficulty in planning another meeting which was to be sponsored by W. E. Miller and Alfred Lewerenz at the home of the former on January 16, 1938. At this meeting seventy five showed up-quite a healthy growth in the two months.

At this meeting it was decided that a club should be organized, called "The Horseless Carriage Club of Los Angeles". Art Twohy was elected President and Wellington Everett Miller, Secretary.

The third meeting was held March 13 at the Los Angeles Museum, sponsored by Ransom Matthews, Assistant Curator of the Mechanical Science Department, assisted by Cal. Johnson, Wm. Wakefield, Wm. Young. Two hundred members and guests turned out for the very interesting meeting, besides hundreds of curious spectators. At this meeting dues of $1.00 per year were established.

On June 5th, Bob Lingo and Tom Archibald held a very good meeting at Montebello, at which one hundred and fifty members and guests, with nineteen ancient cars, were present;

The fifth Field Day was held at the Moreland Truck Plant at Burbank, August 14, with Art Austria and Louis Combs as hosts. One hundred and sixty five attended, bringing twenty-four old cars. This was a very fine meeting, and as it was held in the grounds of the plant, the members had every chance to ride in each other's cars and to get better acquainted.

At this meeting it was decided to elect a board of directors of fifteen and at the same time additional officers were elected as Vice

President, Treasurer, Assistant Secretary and Ladies' Hostess. The names of officers and directors are given elsewhere. The outstanding event of this meeting was the attendance of Mr. and Mrs. Geo. C. Green, who had driven to Los Angeles from Lambertville, New Jersey, in their 1904, one-cylinder Oldsmobile. Mr. and Mrs. Green were unanimously elected honorary members and given a rousing send-off at the close of the meeting for the start of their return trip. They arrived home safely some weeks ago, and the whole town declared a holiday to celebrate their home-coming.

J. H. Osmun, the famous owner of the air-cooled, high-wheeled Holsmen, gave a party for the members at the Soldier's Home, October 14th. A variation of the usual meeting was a parade of the members in their old cars through the grounds of the Home for the benefit of the old soldiers, many of whom were wheeled out on to the porches of the hospitals to see the parade.

The next meeting will be held December 4th at San Bernardino as guests of Dr. George Shafer and from all indications this will be one of the best attended meetings so far held. Dr. Shafer asks that as many members as possible come in costume, so don't forget.

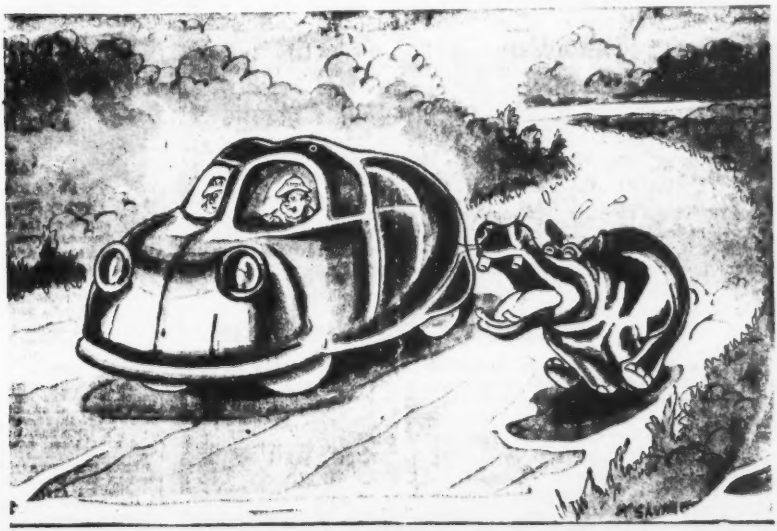
At the present time we have over eighty paid-up members, in addition to our two honorary members. The Club is well financed and gives every indication of a healthy growth, judging from the enthusiasm shown by the members.

The Board of Directors met at the call of the President at his home, September 25. All fifteen of them were present (except Ransom Matthews, who was in Europe), and this included Dr. Shafer who came all the way from San Bernardino, and Mr. and Mrs. Tom Mathews who drove in from Corona.

Art Twohy had his 1902 Pierce Arrow Motorette out that day and all had a ride.

At the meeting it was decided to raise the initiation fee for new members to $5.00, which covers the dues for 1939. It was also decided to have a club emblem and a committee was appointed to arrange this. See details elsewhere.

At this meeting we welcomed our Treasurer, Alfred Lewerenz, back from his trip to Europe where he apparently had spent all his time in auto wrecking yards instead of the art museums. He brought back with him a very fine rubber bulb horn for the President, and the board ordered that a silver plate, suitably engraved, be put on it. This horn is to be the "gavel" at the meetings, at least, while the present president occupies the chair. (Note: Volume1,Number 1 is out of print)



"MAMA!"

(Source unknown. Period about 1933, the advent of the Chrysler Air Flow)

ORIGIN OF THE OLDSMOBILE

In 1887 Ransom E. Olds made the first practical gasoline automobile runabout known. This first wagon, which was a practical, though not altogether graceful machine, was made possible by the Olds gasoline motor invented by Mr. Olds in 1885. The idea of applying this motor to mechanical traction began to grow in the inventor's mind, and two years later the first "Oldsmobile" made its appearance. It was a tricycle with wooden wheels and steel tires and weighed about 1300 pounds. It was equipped with a single cylinder motor, 3-inch bore by 6-inch stroke, hot tube ignition. The gear was a variable ratchet transmission. This was the first vehicle made to run by means of a gasoline motor in America.

With this machine as a basis for experiment, the work of improvement was pushed slowly but carefully, until in 1892 the second Olds wagon made its appearance on the road. This vehicle was a step forward, having four wheels of wood, with steel tires. The 42-inch driving wheels were placed in front and the 24-inch steering wheels behind. It was driven by a pair of cylinders 3-inch bore by 8-inch stroke, hot tube ignition. The transmission was a simple spur pinion and gear, three to one reduction, direct from the motorshaft to the balance gear on the rear axle, with no reverse movement. This wagon was sold in 1892 to a London firm for $400. It was shipped to Bombay and has never been heard from since.

In 1894 the third Olds motor wagon was started. It was the first to be equipped with rubber tires. These were of solid rubber, 1½ inches in diameter, on all four wheels. The wheel base of this new wagon was 54 inches, the rear wheels 36 inches in diameter, the front wheels 34 inches. The rear wheels were driven by three seperate chains from sprockets on the motor shaft to the rear axle, the rear axle sprockets having spring cushions interposed. The gear was three speeds ahead and a reverse by an intermediate spur pinion. The motor was water-cooled, single cylinder, 4½ bore by 8 inch stroke.

Arrangements were made to enter this wagon in the Chicago Times-Herald competition in 1895, but it was not ready in time, and consequently did not make its appearance. When perfected, however, this wagon proved so satisfactory that the possibilities for its success as a commercial venture were quite evident. Three wagons of this type were made, and one of them was sold for $900. One of them was used continuously by Mr. Olds up to the time of the organization of the Olds Motor Vehicle Company in 1897, with a capital stock of $50,000.

This company was superseded in 1899 by the present company. In the neighborhood of $80,000. was spent in producing expensive models of different types, most of which were really fine vehicles. Some, however, were too expensive, and all were open to one objection or another, which made them impractical for a wide market. Guided by all this costly experimenting, the company began anew, having by this time a definite object in view, viz; the production of a runabout to weigh about 500 pounds and to sell as near to $500. as cost would permit. This called for the utmost simplicity of design and detail. In October 1900, the new machine was produced and placed on the road for a trial. With the exception of the springs it was the Oldsmobile of the present day.

From "The Automobile",
December 26, 1903.

The above article, if correct, would put Olds ahead of the generally accepted date for Duryea's first gasoline car which is credited with being the first internal combustion automobile in America. We have not had a chance to check the above but were under the impression that the first car built by Olds was a steamer.

WHAT BECOMES OF THE OLD AUTOMOBILES?

This question is one on which it is ordinarily pretty hard to get any information for the reason that most people have not the slightest idea, and those who have are rather reticent about dispensing their information on the subject. A little light was cast on this interesting subject by a traveling salesman who recently had occasion to pass through one of the country districts in the State of Iowa. In going from one of the small towns in that part of the country to another on a very slow moving combination train, he happened to spy one of the old familiar curved dash runabouts driven by a bareheaded country boy of about fifteen years..On reaching his destination, inquiries revealed that the boy was the son of a well-to-do farmer living in the vicinity

who had used the runabout for eight years and then passed it on to his children. The boy was in the habit of using the little car to carry traveling men from one small town to another, and chancing to meet the youngster at the post office, the traveler arranged with the boy to carry him on to his next stopping place. Their conversation during the trip disclosed the fact that the case of this boy was not an isolated one, as many of his friends in that part of the country were driving cars of early dates. The state of affairs thus indicated does not, of course, exist everywhere, because the Iowa farmers are, as a class, quite well-to-do and consequently were somewhat quicker to take up the auto than farmers in other sections of the country. However, this shows where some of the old autos may be found. "The Horseless Age", March 27, 1907.

JAMES MELTON, NOTED TENOR AND CLUB MEMBER, COLLECTS AUTOS.

James Melton's interest in automobiles dates from his sixth birthday, at which time his hobby began when his uncle acquired a 1910 White gas touring car. It was his pleasant job to keep the brass gleaming, and from that time on, well-conditioned motors and well-kept cars were his hobby. In 1937 Mr. Melton realized his youthful desire to own a car like his uncle's and, following many months of search aided by the White Motor Car Company of Cleveland, Mr. Melton located a duplicate of the car in West Virginia and put it in running order. While searching for the White, he had discovered other early cars and added to the group from time to time.

In 1940 the World's Fair engaged twelve of his automobiles to take part four times daily in the musical-historical revue, "American Jubilee", on the Fair grounds.

The following year the Governor of Connecticut, Mr. Melton's home state, became interested in the collection and felt it would be of great interest to the state to put it on public exhibition. Plans were made for the erection of a Museum located on the Merritt Parkway, which is the main New York to Boston highway. The Museum will be near the town of Stamford, Connecticut. The Plans have been drawn up and construction was about to begin when the United States entered the war, so construction of the building was postponed until conditions warrant its completion.

CARS OWNED BY JAMES MELTON
(A Partial List)

1893 Stage Coach
1896 Ofeldt Steamer
1897 Trimo (3 wheels)
1898 DeDion Bouton
1898 DeDion
1900 Locomobile Steamer
1900 Duryea (3 cylinder)
1900 Knox, three-wheel
1901 Renault
1901 Pierce Arrow
1902 Oldsmobile, curved dash road.
1902 Pope-Hartford, rear ent. tour.
1903 Stevens-Duryea, Victoria
1903 Oldsmobile, 1-cyl. rear ent. tour.
1903 Ford, rear ent. touring
1903 Stanley Steamer roadster
1903 Cadillac, rear ent. touring
1904 Franklin, 4-cyl. air-cooled, rear ent. touring
1904 White, 1905 White
1905 Buick, touring, 2-cyl.
1904 Columbus Electric roadster
1900 Rockwell Hansom Cab
1905 Orient Buckboard
1906 Waverly Electric roadster
1907 Fuller, (highwheeled)
1908 Mercedes
1908 Fiat
1909 Packard Roadster
1909 White Steamer, 20 H.P.
1909 White Steamer, 40 H.P.
1910 Stanley Steamer
1910 White Gas touring
1910 Speedwell Racer
1910 Renault coupe (cane body)
1914 Packard Twin-six, 7 pass. tour.
1916 16-Valve White Gas Car
1908 Simplex
1907 Locomobile
1902 Friebee
1912 Rausch & Lang Elec. Brougham
1911 Pierce Arrow

Word from our Fellow Members

Richard Huenger, a new member from Islip Terrace, New York, says: "I am employed as a painter, age 20 years. I have lived here all this time. My hobby is auto mechanics and I collect old auto mechanic books and put them in binders. Automobiles have always been my hobby, especially steam cars. The only car I have ever owned is 1923 Model T Ford. Due to the war I have to postpone getting any old car for I expect to be drafted. If I come back I will try to get an old steam car, but for now I would like to get some old auto trade magazines or mechanical books. I am looking forward to the next issues of the Gazettes. Have received back numbers of the Gazettes and the emblem and I am very much

(Continued on Page 7)

THE HORSELESS CARRIAGE CLUB
FOUNDED NOVEMBER 14, 1937, LOS ANGELES, CALIFORNIA

GAZETTE
VOLUME 5 NUMBER 1
FEBRUARY 10, 1943

Published by the Horseless Carriage Club of Los Angeles, Box 83, Eagle Rock Station, Los Angeles, California, U. S. A., Ransom Matthews, Editor.
Founded by and for Automotive Antiquarians and dedicated to the preservation of the old time automobiles together with their accessories, archives and romantic lore.

Officers and Directors
W. Everett Miller, President
Dr. Alfred S. Lewerenz, Chairman of the Board
Dr. George E. Shafer, 1st Vice President
Arthur E. Twohy, 2nd Vice President
Steadman G. Smith, Secretary
Ben L. Sharpsteen, Treasurer
Art Austria
Asa Clark
Louis W. Combs
George T. Hewitt
Ransom B. Matthews
Robert B. Oliver
A. L. Pouleur
Gerald A. Selby
O. J. Smith

Active membership for those in Southern California only, $5.00 initiation fee which includes first year's dues. $2.00 per year thereafter.

Associate membership for those outside of Southern California $2.00 per year and no initiation fee.

Both classes of membership include the Gazette and privilege of advertising automobiliana wanted, for sale or to trade.

Back numbers of the Gazette to members only are:

Vol.1, No.1 ..... Out of print
Vol.1, Nos.2 and 3..50¢ each
All others.....25¢ each

Club emblem 3½" in diameter sold at meetings for $1.00. By mail $1.25. Order from Registrar, Horseless Carriage Club, Box 83, Eagle Rock Station, Los Angeles, Calif.

NOTICE OF 1943 DUES.

Annual membership dues of $2.00 for 1943 are now payable. Kindly remit promptly and save us the expense of mailing further notice.

ATTENTION CLUB MEMBERS!!

The annual business meeting of the Horseless Carriage Club will be held at the Automobile Club of Southern California, 2601 South Figueroa Street, Los Angeles, California, on Sunday, February 28, 1943, from one to 3:30 P. M.

All members are requested to attend in order to participate in the election of officers and the transaction of yearly business.

Member Herbert Royston hopes to be able to show motion pictures from the Veteran Motor Car Club of America, Massachusetts.

ANNUAL REPORT OF THE TREASURER FOR 1942

Cash on hand January 1, 1942	$ 85.88	
Memberships and Dues	335.00	
Sale of Gazettes	9.35	
Gazette Advertisements	6.50	
Sale of Emblems	28.35	$ 465.08
Cost Publishing Gazette	$ 164.81	
Salary Registrar	60.00	
Purchase of Emblems	92.29	
Stationery, Stamps, Mailing Expenses	70.56	
Meetings	14.50	
Miscellaneous	2.18	$ 404.34
Cash on hand January 1, 1943		$ 60.74

BEN L. SHARPSTEEN.

Picnic Meeting in Sierra Madre

The fall meeting for members was the picnic on October 11,1942 at the home of Mr.and Mrs. Ransom Matthews at the foot of the mountains. Sixty or more members, their families and guests from southern California attended throughout the day and enjoyed luncheon together at tables arranged under the trees.

Five old cars ventured out and successfully made the grade. The first to arrive was the dashing red 1913 Fiat-Portola racer of young Mr. Herbert Prentice of South Gate, whose story of the development of his "pride and joy"into an actual running specimen is found on page 13 of the May 1942 Gazette. The 1911 Chalmers '30 of Member H.C.Graf of Pasadena was driven by John Edwards accompanied by Mrs.Edwards. Art Austria rolled up in his 1930 Rolls-Royce, and Dr. George Shafer of San Bernardino gave the first ride to his new 1910 Ford touring car, displaying it on a trailer to an admiring audience. The President, Everett Miller, and his family arrived last but not least in his open 1915 Stutz touring car, he and Mrs. Miller nattily attired in distinctive costumes of the period.

One of our members, C. R. Jones, M.M.2C, United States Navy, was in Los Angeles on furlough January 19 to 25. He is in Atlantic service on the P.C.621, having graduated from Diesel engineering school in Miami,Fla.

E D I T O R I A L .

We wish to thank the many members and friends who have sent in material for the "Gazette". Much of the pictorial material, however, comes in sizes not easily fitted into our format, or in the form of photographs which must be screened and therefore can be used only in limited numbers due to the expense of half toning. All contributions not used at once are carefully filed and used when and where they can best be fitted in.

We would like to have reproduced a V ...-Mail Christmas Greeting from the Middle East sent to the Club by Staff Sergeant Rudolph Zak but did not have time to photograph and retouch it for a clear copy.

Our cover design is from a tracing of the Christmas card sent to the Club by Member D. Cameron Peck of Chicago, Illinois. The original is a very attractive block print in five colors which unfortunately are beyond the scope of our printing process and means.

Some pen and ink drawings which we would like to use are on ruled paper with red lines or on yellow paper, both of which would reproduce as black by our process of illustration.

We hope to make the next issue a Steam Car number, so send in your steam car material at once.

A news item in this issue from the Los Angeles Times tells about grain burning automobiles in Australia. We would like to know how they work.

Word From Our Fellow Members. (Continued from Page 5)

pleased with them. I have never seen anything like them in collecting automobile data."

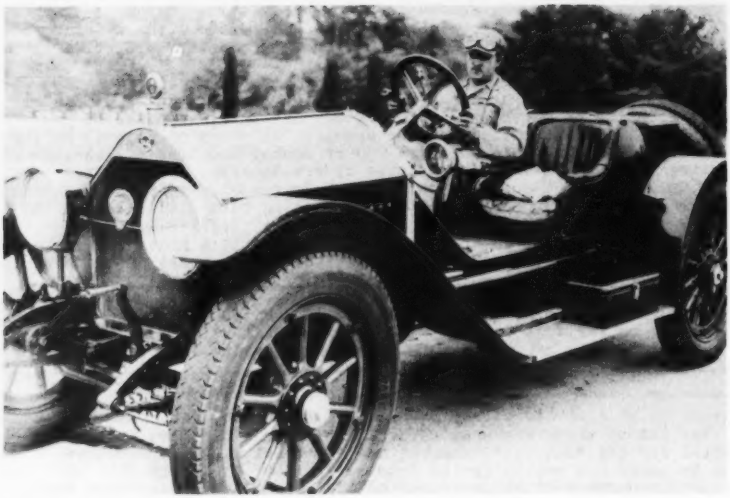
In November Robert Lingo, Pharmacist's Mate, with the United States Navy, wrote us from Treasure Island, San Francisco: "How are you and all the H. C. doings? Am quite homesick for all of you! Am sending my permanent address which you may list and I will guarantee to answer every letter any of the folks write me. My duty will be on some land base in the S. W. Pacific-probably hospital duty."(See 1942 Membership List for address and don't forget to write.)

A hurried message from Robert W. Temple,Amityville,N.Y.:"I have been so busy the last few months that I haven't had the opportunity to more than glance at my last Gazettes but I certainly do not wish to miss any of them. Please say hello to Everett Miller and Mr.Twohy for me."

Member Ariel C. Wilson of the United States Navy so far has been in New Zealand, West Australia and New York, and his whereabouts at the present time are not known, according to his sister, Miss Margaret Wilson, who is saving the Gazettes for her brother because he enjoys them so much.

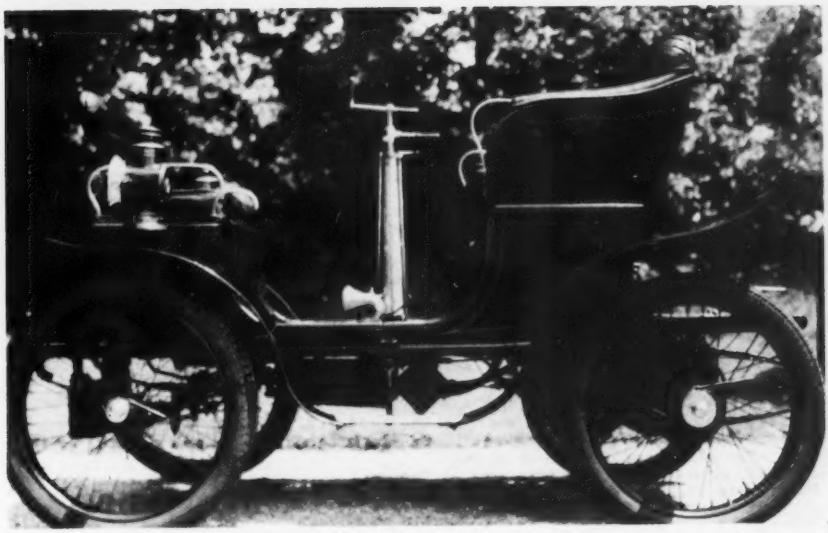
An enthusiastic hobby report is given by new member Mel Anderson of Alhambra, Calif.,"As a boy my original hobby was building model airplanes. During my teens I probably spent the usual time with motorcycles, which gave me a basic knowledge of gasoline engines.As I grew older I branched to hopped-up model T Fords. During 1925 and 1926 a friend and

(Continued on Page 14)



John G. Fetterolf at wheel of his 1914 Stutz Bearcat roadster.

1909 Thomas 4-60 Touring Car, owned and driven by J.B.Livezey, in "heavy going" in Great Salt Lake desert southwest of Salt Lake City during trip from Denver to Los Angeles in August 1910. Three tires tied on side were worn out in 1650 mi.



James Melton's 1898 DeDion Bouton.

Eleven days from Denver. Mr. Livezey's 5600 lb. Thomas Flyer at the top of Freemont Pass, the best route to Los Angeles from Goldfield, Nevada, where gasoline was 60 cents per gallon. The Thomas averaged 10 miles per gallon.

MEMBERSHIP LIST--JANUARY 1943

Allday, Major G. J., Weybridge Automobiles Ltd., Queens Road, Weybridge, Surrey, England.

Anderson, Mel, 2013 Edgewood Dr., Alhambra, Calif.

Archibald, T. C., 615 California St., Huntington Beach, Calif.

Austria, Art, 3714 Stewart Ave., Venice, Calif.

Ayers, C. W., 253 S. Bonnie Brae, Los Angeles, Calif.

Ayers, Dr. L. W., San Bernardino, Calif.

Baily, S. E., 6668 Blakemore St., Philadelphia, Pa.

Ballard, Hyde W., 227 N. Bowman Ave., Merion, Pa.

Behrsin, August, 3323 Olive St., Huntington Park, Calif.

Bennett, M.B., 203 West A, Hutchinson, Kansas.

Bergen, Edgar, 9876 Beverly Grove Dr., Beverly Hills, Calif.

Betry, Owen C., 1470 Millar St., Glendale, Calif.

Bissell, L.P., 15 Belair Rd., Wellesley, Mass.

Blackwell, Miss Meta, 170 11th St., San Bernardino, Calif.

Boettcher, W.K., 408 Via Monte d'Oro, Hollywood Riv., Redondo Beach, Calif.

Bolenbach, Duff, 615 S. Virgil, Los Angeles, Calif.

Borte, Chas., Box 1, Silverton, Oregon

Bothwell, Lindley F., Rancho Rinconada, Canoga Park, Calif.

Bowman, Elbert J., 517 Simcoe St. N., Oshawa, Ontario, Canada.

Briggs, Herbert, 7806 Crocker St., Los Angeles, Calif.

Brooks, T.B., 201 S. Aberdeen Ave., Wayne, Pa.

Brouse, Albert, 2637 S. Hobart Blvd., Los Angeles, Calif.

Brown, Glenn D., 5 S. Main St., Hutchinson, Kansas.

Buehl, Chas. Jr., 668 G St., San Bernardino, Calif.

Buess, Fred A., 718 E. Palmer Ave., Box 852, Glendale, Calif.

Buess, Fred W., 524 N. Maryland Ave., Glendale, Calif.

Cadwell, Paul H., Turner & Plush Mill Roads, Wallingford, Pa.

Carter, D.W., 9 Gowan St., Allendale, Ontario, Canada.

Chandler, W.L. Jr., 626 Abbott, East Lansing, Michigan.

Churchhill-Wylie, Mrs. E., 38 West Cromwell Road, Earls Court, London S.W.5, England.

Claberg, Clay, Oxnard, Calif.

Clark, Asa, 140 Grand Ave., Santa Monica, Calif.

Clarkson, H. A., 1326 Crestview, San Bernardino, Calif.

Clouse, F.R., 208 E. Third St., Auburn, Indiana.

Cole Inc., 730 E. Washington St., Indianapolis, Indiana.

Cole, Ned, 1345 N. Vista St., Hollywood, Calif.

Combs, Louis W., 955 W. 74th St., Los Angeles, Calif.

Costello, P.J. Leland, Los Angeles, Calif.

Crittenden, C.L., 816 N. LaJolla Ave., Los Angeles, Calif.

Crittenden, Geo. A., Suite #2, 37 Englewood Ave., Brookline, Mass.

Davis, Alva W., Rt.1, Box 575, Tucson, Arizona.

Davis, S.C.H., The Autocar, Dorset House, Stamford St., London, S.E.1, Eng.

Deeken, A.H., 3738 California Ave., St. Louis, Missouri.

Deitchman, W.H., 3503 Paseo, Kansas City, Missouri.

Dewhurst, Thos. B., 1532 High, Lexington, Kentucky.

Dissman, H.C., 317 W. Adams St., Havana, Illinois.

Doig, Don, Automobile Club of Southern Calif., Los Angeles, Calif.

Duncan, G.R., Box 118, Hanley, Saskatchewan, Canada.

Duryea, Merle J., 17 Farmington Ave., Longmeadow, Mass.

Eckman, James R., 821 S.Ninth St., Alhambra, Calif.

Elbert, J.L.,Holden, Missouri.

English,John Alden, Goshen, Conn.

English,Richard B., 163 G Ave., Coronado, Calif.

Evans Al, Evans Brake Shop, San Bernardino, Calif.

Fales, Herbert G., 67 Wall St.,New York, N. Y.

Farrington,Otho, Livermore Falls, Maine.

Fauth, Gerry, 308 Sherman Bldg., Flint, Michigan.

Fears,Herbert E., 1142-20th St., San Diego, Calif.

Fease,Jesse Z.,Sheriff, Alma, Neb.

Fetterolf,John G.,Buckingham, Pa.

Filson,Dnaiel R.,Winston, Montana.

Flint Journal, Flint, Michigan.

Gantenbein,D.M.,694 N.Reservoir St., Pomona, Calif.

Gardner,Frank H.,127 Homer St., Newton Center, Mass.

Gargenigo,Chas.C., 90 Turnpike Rd., Shrewsbury, Mass.

Gerenbeck,George Jr.,737 W.Allen's Lane, Philadelphia, Pa.

Gilmore,Rupert L.,U.S.Army Air Corps.

Goyette,Major A.E.,Peterborough,N.H.

Graf,Harold C., 545 Prescott St., Pasadena, Calif.

Graham-White,Lt.Commander Montague, R.N.V.R.,The Guild of Master Motorists,3 Grosvenor Gardens, London, S.W.1, England.

Gray,David Jr.,2250 El Camino Viejo, Santa Barbara, Calif.

Green,Amos W.,Water St., Silverton, Oregon.

Green,Mr.and Mrs.Geo.C., 82 N.Main, Lambertville, N. J.

Haines, W.L., 1253 W.51 Place, Los Angeles, Calif.

Hanson,Henry, Route 11, Minneapolis, Minn.

Hardcore, Paul, U. S. Army.

Hawkins,Chas.A.,Rt.10,Fresno,Calif.

Hawkins,John N.A., 549 Nautilus, La Jolla, Calif.

Headington, Jerome W.,2432-13th Ave., Oakland, Calif.

Heitman, J.R.,596 N.Western Ave., Lake Forest, Illinois.

Hewitt, Geo.T.,3240 Laclede Ave., Los Angeles, Calif.

Hill, Harold, 55 Elizabeth St., Barrie, Ontario, Canada.

Hillyard,W.R., 1109-17th Ave., Seattle, Wash.

Hofmann,Paul P., 5310 La Mirada, Los Angeles, Calif.

Huenger,Richard, Box 141, Islip Terrace, Long Island, N. Y.

Hughes,Geo.M.,29 Ralston Ave., Upper Darby, Pa.

Hulse,Chas.E.,601 Kensington Ave., Flint, Michigan.

Hunt,J.Ray, 5055 Hood Dr., Canoga Park, Calif.

Jeffries,R.D.,700 E.First St., Fairmont, Minnesota.

Jennison,H.L.,1561 S.E.Linn St., Portland, Oregon.

Jobson,Chas.A.,102 Joplin St., Joplin, Missouri.

Johnson,Carl T.,1026 E.16th St., Los Angeles, Calif.

Johnson,Mr.and Mrs.Ira F., 221 E.Gage Ave.,Los Angeles,Calif.

Johnson,Captain Paul F., 3100 Maiden Lane,Altadena,Calif.

Jones,Chas.R.,2561 S.Westgate Ave., W.Los Angeles, Calif.

Kane,Frank E.,748 W.106th St., Los Angeles, Calif.

Keel,Tom,219 North Main St., Las Vegas, Nevada.

Kelsey,Lynn H.,1455 Holbrook, Los Angeles, Calif.

Kevil, K.,Seabright Station, Santa Cruz, Calif.

King,Chas.B., 1 Beach Ave., Larchmont, N. Y.

Kopf, H. P.,618 W.Missouri St., El Paso, Texas.

Kott, A. O., 803 W.76th St., Los Angeles, Calif.

Kreutzinger, Ed., 4877 N.Hermitage Ave., Chicago, Illinois.

Lanning, H.P., 1021 Hammond St., W.Los Angeles, Calif.

Lewerenz, Alfred S., 4020 Holly Knoll Drive, Los Angeles, Calif.

Lingo, Cresceus Robert, Ph.M.3rd Class, U.S.Navy 1250, c/o Fleet Postoffice, San Francisco, Calif.

Lipscomb, M.E., 300 S.Burlingame, Los Angeles, Calif.

Lydy, F.A., 1133 W.56th St., Los Angeles, Calif.

Merr, Walter D., 1002 Maxine St., Flint, Michigan.

Martin, Mrs.Lottie, Box 415, Huntington Park, Calif.

Masters, J.A., 22 Norland Square, Kensington, London, W.11, England.

Mathews, Mr.and Mrs.Tom, 4603½ Angeles Crest Drive, La Canada, Calif.

Matthews, Ransom B., 186 Grove St., Sierra Madre, Calif.

Melton, James, Westport, Conn.

Miller, Pierce A., Route 1, Box 1856, Modesto, Calif.

Miller, Mr.and Mrs.W.Everett, 5415 El Verano Ave., Los Angeles, Calif.

Moniot, E.E., 404½ S.Brand Blvd., Glendale, Calif.

McCord, Robt.G., 529-66th St., Oakland, Calif.

McKenrick, Fred, 603 N.Center St., Ebensburg, Pa.

Neren, Captain John, Agnegatan 38, Stockholm, Sweden.

Nixon, St.John C., Summerdown Cottage, Firtree Road, Epsom Downs, Surrey, Eng.

Norton, Robt.C., Claremont, Calif.

Oliver, Robt.B., 433 Burlingame Ave., West Los Angeles, Calif.

O'Donnell, John, 306 E.33rd St., Long Beach, Calif.

Parsons, L.E., 340 Bonniewood Dr., Cleveland, Ohio.

Peck, D.Cameron, 140 W.Ontario St., Chicago, Illinois.

Pentney, Cecil James, Rt.1, Box 1291, Tujunga, Calif.

Pollard, B.J., 14300 Prairie Ave., Detroit, Michigan.

Pouleur, A.L., 113 W.Los Feliz, Glendale, Calif.

Prentice, Burr H., 4705 Firestone Blvd., South Gate, Calif.

Prentice, Herbert L., 10325 Hildreth St., South Gate, Calif.

Rademacher, Bernard, 446 E.90th St., Los Angeles, Calif.

Rentschler, A.J., c/oE.W.Ruppert, Tremont, Pa.

Reutershan, J.W., 222 Paulison Ave., Passaic, New Jersey.

Royston, Herbert, 824 Wall St., Los Angeles, Calif.

Ruedy, Albert G.Jr., 1234 E.34th St., Oakland, Calif.

Schepler, W.F., 10515 Andora, Chatsworth, Calif.

Scoville, Jeff R., 750 Chester Ave., San Marino, Calif.

Scoville, Chas.B.Jr., 750 Chester Ave., San Marino, Calif.

Selby, Gerald A., 9306 Monte Mar Dr., Beverlywood, Los Angeles, Calif.

Settle, Glen A., 1240 Fig Ave., Lancaster, Calif.

Seyebe, Joe, 132 Fourth Ave., Roebling, New Jersey.

Shafer, Dr.Geo.E., 224 Berkeley Ave., San Bernardino, Calif.

Shafer, M.F., 224 Berkeley Ave., San Bernardino, Calif.

Sharpsteen, Mr.and Mrs.Ben L., 2324 Panorama Drive, La Crescenta, Calif.

Shell, Glen R., 2995 Main St., San Diego, Calif.

Shriver, W.A., 4912 S.Gramercy Pl., Los Angeles, Calif.

Siberell, O.D., 224 W.Milford St., Glendale, Calif.

Simon, Harold O., Belvidere, Ill.

Simpson, Geo., Racine, Minnesota.

Smith, O.J., Box 166, Burbank, Calif.

Smith, Steedman G., 537 N. Irving Blvd., Los Angeles, Calif.

Steiner, Rose, R.R.2, Jerseyville, Ill.

Stimson, Earle, 731 W. First St., Long Beach, Calif.

Stocking, Russell C., 1016 Atlantic, Alhambra, Calif.

Stockwell, H.O., Hutchinson, Kansas.

Stone, George, 5277 Valley Blvd., Los Angeles, Calif.

Strother, Paul, 50 Broadway, Mt. Sterling, Kentucky.

Swigart, W. Emmert, c/o Swigart Associates Inc., Huntingdon, Pa.

Temple, Robert W., Eastern Aircraft Div., General Motors Corp., Linden, N. J.

Tenrowski, Joe. F., 5039 McDougall Ave., Detroit, Mich.

Tenney, Edgar L., 802 E. Colorado Blvd., Glendale, Calif.

Teters, George, 601 Ventura St., Fillmore, Calif.

Thomas, W.E., 41 Ashland Ave., Medford, Oregon. Box 1227

Thompson, Franklin, 8801 Wilbur Ave., Northridge, Calif.

Thompson, Raymond, 760 Ocean View, Fullerton, Calif.

Thorkildsen, Orin, 9535 Otis St., Southgate, Calif.

Thorn, Lee E., E.S. Cowie Electric Co., 230 S. Topeka Ave., Wichita, Kansas.

Towne, George, R.F.D.1, Ontario, Calif.

Tuck, Geo. W., 73 S. Shirley Ave., Pontiac, Michigan.

Twohy, Mr. and Mrs. Arthur E., 400 N. Kenmore, Los Angeles, Calif.

Twohy, Richardson, 400 N. Kenmore, Los Angeles, Calif.

Van Dyke, Stanley C., 1036 Seco St., Pasadena, Calif.

Varney, Mr. and Mrs. William, 1340 N. Kenmore, Los Angeles, Calif.

Von Koerber, Dr. H.N., 408 Via Monte d'Oro, Hollywood Riviera, Redondo Beach, Calif.

Wakefield, W.H., 745 S. Santa Fe, Salina, Kansas.

Walker, Alton, Box 156, Carmel, Calif.

Warn, Stanley J., 1480 Glenville Dr., Los Angeles, Calif.

Warnock, Floyd E., Nickerson, Kansas.

Wells, Louis F., 442 Riverside Drive, Chino, Calif.

Weisbord, H. A., 5728 Rodman St., Philadelphia, Pa.

Wien-Smith, Percival, 2 Rasp Ave., Medindie, S. Australia.

Wilson, A.C., 1935 Garth Ave., Los Angeles, Calif.

Wylie, Captain John H., Secretary, The Veteran Car Club of Great Britain, 38 West Cromwell Road, Earl's Court, London, S.W.5, England.

Zak, S/Sergeant, Rudolph G., 38th General Hospital, A.P.O. #678, c/o Postmaster, New York, N. Y.

Ziniker, Albert, 3915 N.E. 82nd Ave., Portland, Oregon.

<u>Our New Members</u>

Mel Anderson,
2013 Edgewood Drive, Alhambra, Calif.
Has 1910 1-cyl. Brush roadster.

Horace A. Clarkson,
1326 Crestview, San Bernardino, Calif
Has Indian Motorcycles, 1917 and 1919, solo type body.

Al Evans, Evans Brake Shop,
San Bernardino, Calif.
Owner of 1910 1-cyl. Pope Motorcycle

John G. Fetterolf,
Buckingham, Penna., Mercer 1913-35J 4-cyl. Raceabout, Ford 1911 Model T 4-cyl. Roadster, Stutz 1914 4-cyl. Bearcat, Packard 1916 Twin Six, 12-cyl. Cloverleaf, 1922 Detroit Elec. 5-pass. Coupe.

Richard Huenger, 259 Richard Ave., Islip Terrace, Long Island, N.Y.,
Collects automobile literature.

James Melton, Westport, Conn.,
Collector of antique cars, has 60 different models (see story and list elsewhere).

Orin Thorkildsen,
9535 Otis St., Southgate, Calif.
Has Little Giant 1908 2-cyl. Truck Pick Up, Buick 1911 4-cyl. Touring.

V — — — — V

Word From Our Fellow Members. (Continued from Page 7)

myself built a race car using a model T Ford cylinder block with 16-valve head. We ran this car on the different dirt tracks here in Calif.

Around 1930 I got the bug to build models again and started to design and work out ideas for a miniature 2-cycle airplane engine. After building model engines as a hobby, it turned into a business with me. The "Baby Cyclone" engine was introduced and we manufactured and sold some 20,000 of these little engines. During the latter months of 1939 I designed the 2-cycle engine that was named the "Super Cyclone". We were tooled up and started production and merchandising these engines January 1940. After war was declared we discontinued because of priorities, etc. Old cars have always fascinated me and I admire the engineers who designed these fine old automobiles. Why I never was really interested in obtaining an old car before I do not know. Now that I own one I'm sure the hobby has me for good."

You will be interested in reading the following V ...-Mail letter just received from Staff Sergeant Rudolph Zak dated January 7, 1943:

THE HORSELESS CARRIAGE CLUB OF LOS ANGELES,

GENTLEMEN:

RECEIVED THE SEPTEMBER ISSUE OF THE GAZETTE TODAY AND WISH TO EXPRESS MY APPRECIATION FOR IT BEING SENT TO ME WHILE IN THE SERVICE. ALSO WISH TO THANK THE MANY MEMBERS WHO SENT ME GREETING CARDS. I ANSWERED MOST OF THEM BUT IN THE HUSTLE BUSTLE OF ARMY LIFE ONE OR MORE CAN EASILY BE OVERLOOKED INASMUCH AS OUR DAILY STIPEND WOULD HAVE TO BE STRETCHED QUITE A BIT TO EMPLOY A NATIVE STENOGRAPHER TO KEEP OUR CORRESPONDENCE IN ORDER, NOT TO MENTION ARMY REGULATIONS WHICH FROWN ON SUCH EMPLOYMENT.

ANTIQUE CARS ARE NOT SCARCE HERE..NEITHER ARE THEY FOUND IN OUT-OF-THE-WAY PLACES. MOST OF THEM ARE IN DAILY USE ON THE ROADS AND ALL YOU HAVE TO DO TO STRIKE A BARGAIN IS TO CONFER WITH YOUR LOCAL TAXI DRIVER. GETTING IT BACK TO THE UNITED STATES WOULD BE THE ONLY PROBLEM.

KEEP 'EM ROLLING!

Oct. 24, 1907 Clipping from Scrap Book of Member Paul P. Hoffman

PAUL HOFFMAN.

HOFFMAN, WONDER OF AUTO AGE

Hammond Product the Most Notable Figure in the Automobile World Today, is Little Known in His Home Town.

VICTOR IN 6 IMPORTANT CONTESTS IN TWO YEARS

Public Career Opened in July 1903 When He Won 540 Mile Race from Chicago to St Paul—Latest Achievement Winning of Silent Knight Trophy Oct. 18.

Animal Crackers

By WARREN GOODRICH

"Ya mean to say yer sending me to school to learn the difference between 2 words —giddap and whoa?"

"Courtesy the San Francisco Chronicle"

Horseless Carriage Club President Everett Miller and Editor Ransom Matthews have been appointed by the Automobile Old Timers, Inc., New York, to serve on a committee known as the Antique Car Certification Committee, of which Ralph De Palma is the chairman, to assist in authenticating the age of old time automobiles in Southern California.

BY-LAWS OF THE HORSELESS CARRIAGE CLUB AS REVISED AT TIME OF INCORPORATION

Continued from Vol.4, No.1.

the president or at the written request of five (5) charter and/or active members.

3. Notices of all business meetings of the Club shall be mailed to each member of the Club at least five (5) days before such meeting.

4. At all business meetings of the Club twenty-one (21) members, charter and/or active, shall constitute a quorum.

Article XI

Executive Committee

The board of directors shall appoint from their own number an executive committee consisting of six (6) members, and such executive committee shall be vested with all the powers of the board of directors when such board is not in session.

Article XII

Certificate of Membership

Certificates of membership shall be of such form and design as the board of directors may elect, and each certificate shall express on its face its number, date of issuance and the person to whom it is issued, and shall bear the corporate seal of the Club, and shall contain a statement, printed in clear type, that the corporation is not one for profit and that the members shall have no rig t to participate in dividends or capital of this Club.

Article XIII

Membership

Section 1. There shall be four cla sses of members of this Club, as follows:

(A) Charter members shall be those who became affiliated with this club's predecessor on or before December 31, 1938;

(B) Active members shall be those interested in promoting the purposes of this club and who became members thereof on or after January 1, 1939;

(C) Associate members shall be those who are: a. Related to active or charter members; b. Minors; c. Persons residing outside the territory commonly known as Southern California;

(Continued in next issue.)

Grain-Burning Autos Tested in Australia

Melbourne, Jan.27 (U.P.)-Grain-burning automobiles appeared on the streets of Melbourne today and tests have shown them so superior that they may replace charcoal burners.

Gasoline rations have been reduced 2 to 4 gallons a month, depending on the size of the automobile and the number of charcoal burners has increased steadily. Los AngelesTimes, January 28, 1943.

Chris Sinsabaugh, editor of Automobile News, and a widely respected authority on automotive affairs, died Tuesday at his home in Detroit, it was reported today.

For the last 10 years Sinsabaugh has been editor of the trade publication, and before that was a writer for automobile trade journals.

While sports editor of the Chicago News many years ago, Sinsabaugh became interested in cycling, and when automobiles were first manufactured he pioneered in publicity for the new method of transportation. Daily News, Los Angeles, January 29, 1943.

Seems Like Yesterday: By C. Kessler

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Information Wanted

THE FRANKLIN INSTITUTE OF THE STATE OF PENNSYLVANIA
PHILADELPHIA - PENNSYLVANIA- FOUNDED FEBRUARY 5,1824.

Dear Mr. Matthews: I am writing to you for information which I hope you can supply. We recently had presented to us a license issued by Fairmount Park, Philadelphia, in 1900. The number is 4 in this series. The person who gave it to us felt that it was one of the earliest in the country, if not the earliest. I would appreciate your advising me if you have any information about this.

Richard W. Lloyd,
Executive Director of the Museum.

W A N T E D .

Locomobile Steam Car parts., 1924 or 1925 Stanleys (4-wheel brakes); 6,12 and 32 volt motors and generators (modern). Will buy or trade.
Robert G.McCord,
529- 66th St.,
Oakland, Calif.

One-cyl.curved dash Oldsmobile; small pair brass oil or gas head lamps; Brush brass radiator shell single spark coil and box with switch (Brush preferable).
Mel Anderson,
2013 Edgewood Drive,
Alhambra, Calif.

1899 to 1910 Cycle and Automobile Trade Journals; also Audel Auto Mechanic books before 1910.
Richard Huenger,
259 Richard Ave.,
Islip Terrace,
Long Island, N. Y.

Fenders for 1916 Franklin Roadster; also, air compressor for same.
Herbert L.Prentice,
10325 Hildreth Ave.,
South Gate, Calif.

Obsolete automobile radiator emblem name plates. Highest cash prices.
H. R. McKedy,
855 N. Eleanor St.,
Pomona, Calif.

License plates, literature, accessories, name plates, or other automobiliana. Will buy or trade.
W.Emmert Swigert,
Swigert Associates,
Inc.,Huntingdon,Pa.
(Note: Mr.Swigert has a museum not altogether limited to automobiliana showing developments that have occurred "In One Man's Lifetime.")

Man's Universal Friend

Want white man to milk and run For car; one mile south of Fifteenth on Lewis. Devlin.

1921, Tulsa World.

FOR SALE OR TRADE

1912 Winton Six Touring Car complete. Tires poor.
Robert G. McCord,
529- 66th St.,
Oakland, Calif.

F O R S A L E .

McDonald Experimental Steam Car,
Simplex Garage,
2811 S.San Pedro St.,
Los Angeles, Calif.

Repairs, parts, including engine, boiler, etc.,of 1909 White Steamer.
Jesse Z.Feese,Sheriff,
Alma, Nebraska.

A blotter is what you look for while the ink is drying.

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